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1359 Frankford Avenue

Civic Design Review Presentation | October 25, 2021

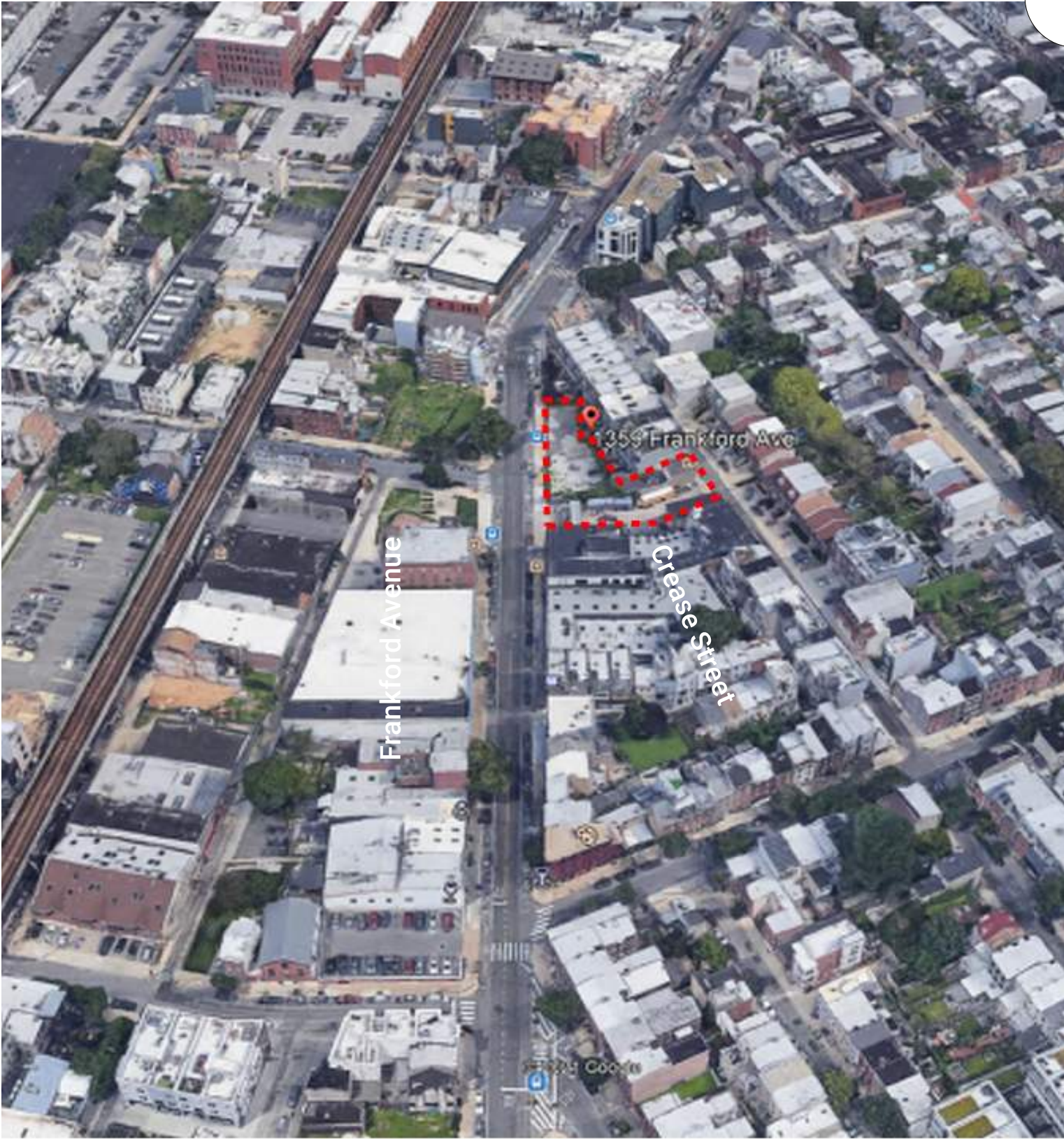


NORR

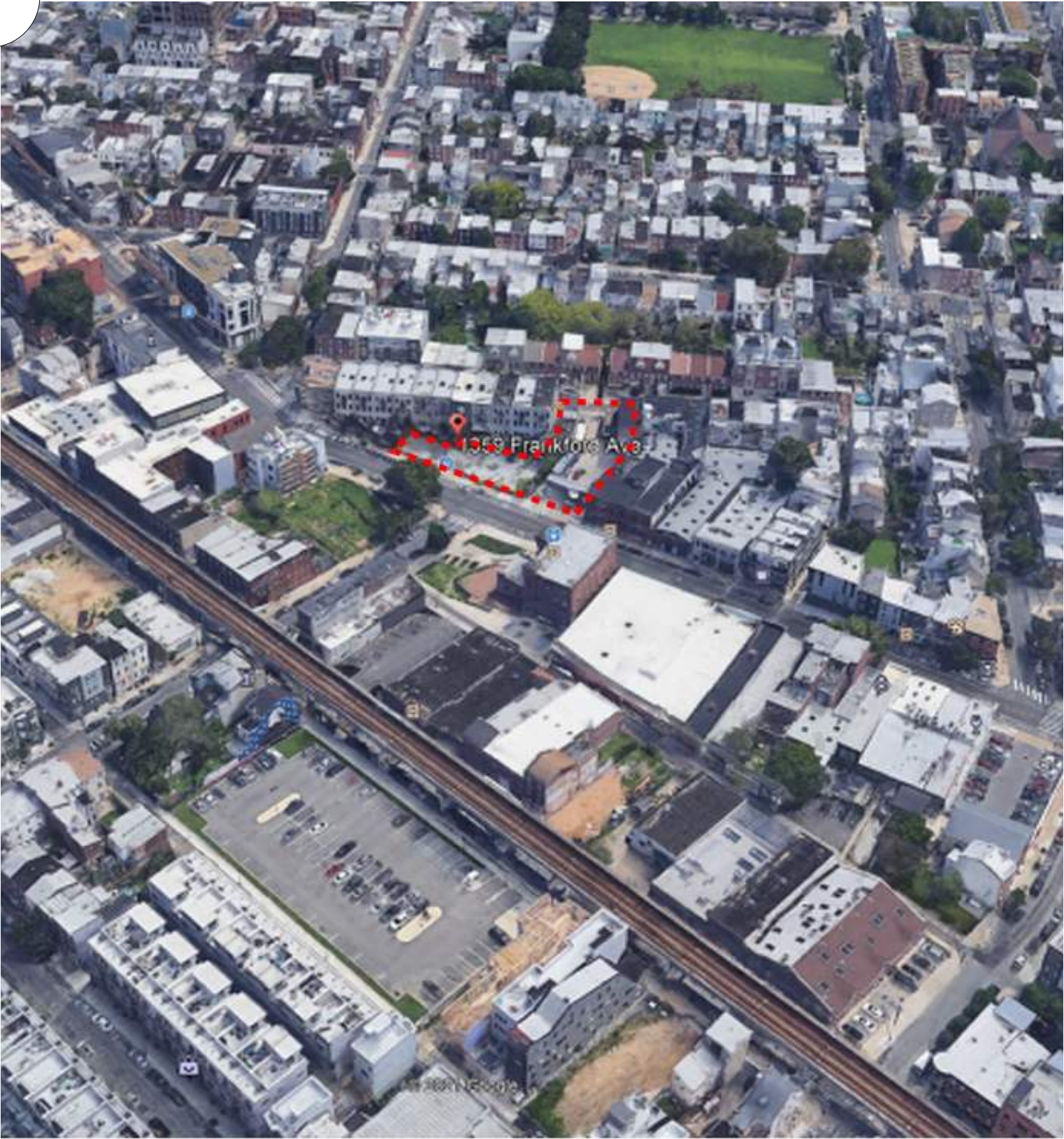
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Site - Aerial and Aerial Oblique



Looking North



Looking East

Site Photos - Frankford Avenue



Looking East - Directly at Site



Looking North



Looking South

Site Photos - Crease Street



Looking West - Directly at Site



Looking North



Looking South

Site Plan - Axonometric



Site Plan

Site Axonometric

Design Statement and Project Summary



FRANKFORD AVENUE

The proposed development at 1359 Frankford Avenue is a 4-story mixed-use building. The ground floor includes retail space along Frankford Avenue and bi-level residential units along Crease St. The ground floor also includes the residential lobby, mail and package rooms, trash rooms, and a janitor’s closet. The cellar will include utility rooms, retail space, and the lower floors of the bi-level apartments with entries off of Crease Street. Residential dwelling units are also located on the 2nd, 3rd, and 4th floors of the building.

The L-shaped footprint of the building creates open spaces on the site that are sensitive to the neighboring structures, by maintaining windows that parallel the project’s interior property lines. Landscaped patios serving the retail spaces are proposed to the north and west on the site’s open spaces. The enclosed patio located at the north end of the site can be accessed from the retail space and from an operable decorative gate that opens onto Frankford Ave. A second patio at the east side of the building is accessed through another retail space.

Three apartments will be accessed directly from entrances at sidewalk level along Crease Street. The ground floor of the building is set back along Crease Street to provide generous light wells serving the lower levels of the apartments. A 10-foot-wide arcade is created at the south end of the site, providing access to the residential lobby from Frankford Ave. The arcade is bounded by the brick façade of the neighboring building to the south. A mural is proposed on the face of this existing wall. Wood plank cladding is proposed at the ground floor level of the 1359 Frankford building along the arcade, providing a warm and inviting procession to the lobby. The grade is sloped several feet up from Frankford Ave to the building entrance and will include landscaping planters to increase the welcoming feel of the arcade.

A vegetative “green” roof is proposed to meet PWD stormwater retention requirements for a PWD Green Project. A small roof deck patio for use by residents of the apartments is also proposed. The roof deck is located at the south end of the roof and set in from both Frankford and Crease Streets to provide privacy for both the 1359 residents and the residents of adjacent buildings.

The building facades are clad in different materials of a loosely monochromatic, reddish-brown color providing 1359 Frankford Ave with a modern appearance while remaining in context with the brick structures of the surrounding neighborhood. On the ground floor, cast stone panels are used at the primary street front elevation, providing a durable and warm appearance. At select locations in the retail patios and residential arcade a brown/gray wood plank cladding is proposed to add warmth to the spaces and compliment the reddish-brown tones of the building. The rear of the structure, not visible from Frankford Avenue or Crease Street, shall use synthetic stucco with drainage in a finish that is a deep reddish tone in keeping with the monochromatic color palette. The upper floors of the primary elevations will receive a high-quality metal panel siding with a ridged texture to add shadow and depth to the material. A brick veneer will be applied along Frankford Ave to the height of the 3rd floor and is detailed to read visually as a layer, giving the primary façade additional depth and articulation.

Large windows on the upper floors align with storefront below to create a pattern of solids and openings that add a scale to the building that is in keeping with the surrounding neighborhood and were inspired by the many large brick industrial buildings in the neighborhood. Additional detailing at the window openings such as articulated brick sills and cast stone surrounds add visual interest and quality to the building.


- **RESIDENTIAL**
 - 61 TOTAL UNITS
 - 31 STUDIOS
 - 22 1-BEDROOMS
 - 8 2-BEDROOMS
- **RETAIL**
 - 12,285 SF
- **BUILDING GROSS**
 - 60,948 SF


Zoning Analysis

AREA REGULATIONS			
LOT INFORMATION			
ADDRESS: 1351-59 FRANKFORD AVE, PHILADELPHIA, PENNSYLVANIA, 19125; OPA # 884342766 TOTAL LOT AREA: 16,528.7 SF or 0.37945 ACRES (U.S.S.). 16,439.6 SF or 0.37740 ACRES (P.D.S.). U.S.S. TO P.D.S UNITS CONVERSION FACTOR IS 16,439.6 SF P.D.S. SITE/16,528.7 SF U.S.S. SITE = 0.9946093 ZONING: CMX-2, COMMERCIAL MIXED USE; COUNCIL DISTRICT 5, WARD 18, Division 2			
USE RESTRICTIONS			
PROPOSED USES	FIRST FLOOR: VACANT COMMERCIAL (ALLOWED); RESIDENTIAL LOBBY & 4 RESIDENTIAL DWELLING UNITS (ALLOWED - IF GREATER THAN 30' FROM PRIMARY FRONTAGE) . THE GROUND FLOOR MUST BE A USE OTHER THAN RESIDENTIAL WHEN BOUNDED BY 2 STREETS THIS REQUIREMENT ONLY APPLIES TO THE PRIMARY FRONTAGE (NOTE 9)		
	SECOND, THIRD & FOURTH FLOOR: MULTI-FAMILY - RESIDENTIAL - 57 RESIDENTIAL DWELLING UNITS (ALLOWED)		
	ROOF: RESIDENTIAL AMENITY DECK (ALLOWED) AND GREEN ROOF		
CHAPTER 14-701 DIMENSIONAL STANDARDS			
	ZONING CODE SECTION	REQUIRED/ ALLOWED	PROPOSED
MAXIMUM OCCUPIED AREA (% OF LOT)	Table 14-701-3	75%	75%
MINIMUM FRONT YARD DEPTH (FT)	Table 14-701-3	Must be built to front lot line; 0'-0"; Frankford Ave is front lot line	Built to front lot line 0'-0"
MINIMUM SIDE YARD WIDTH, EACH (FT)	Table 14-701-3	5'-0" if used	5'-0" or greater where used (Note 1)
MINIMUM REAR YARD DEPTH (FT)	14-701(1)(d){.1}(b)	No rear yard where the property is bounded by streets on opposing sides	Rear yard setbacks do not apply, only side yard is applicable (Note 1)
MAXIMUM HEIGHT (FT)	Table 14-701-3 14-702(7)(c){.3}	38'-0" base, up to 45'-0" with mixed income bonus	45'-0" (Note 2 & 8)
MAXIMUM UNITS ALLOWED	14-602(4)(a)[2] 14-702(16) 14-702(7)(c){.3}	33 base increased to 41 green roof, increased to 61 mixed income bonus	61 units proposed with mixed income bonus (Note 3 & 4)
CHAPTER 14-705 LANDSCAPE AND TREES			
STREET TREE REQUIREMENTS	14-705-2	6	6 (Note 5)
CHAPTER 14-802 MOTOR VEHICLE PARKING RATIOS			
TOTAL CAR PARKING	Table 14-802-2	0	0 (Note 6)
CHAPTER 14-804 BICYCLE PARKING RATIOS AND STANDARDS			
BICYCLE PARKING	14-804-1	21	21 (Note 7)
CHAPTER 14-806 OFF STREET LOADING			
OFF STREET LOADING SPACES	Table 14-806-1	0	0 (Note 10)

CHAPTER 14-904 SIGNAGE			
ALLOWED WALL SIGNAGE SQ. FT.	Table 14-904-1	388 SF on Frankford Avenue frontage. 234 SF on Crease Street frontage. 1 projecting signed allowed per frontage. (Note 9)	No signage proposed in this application (Note 9)
CHAPTER 14-604(5) ROOF DECK ACCESS STRUCTURES			
ALLOWED HEIGHT FOR EACH ACCESS STRUCTURE	14-604(5)(c)	10' above roof deck surface	10' above roof deck surface (Note 11)
ALLOWED SQ. FT. FOR STAIR ACCESS STRUCTURE	14-604(5)(c)	125 SF each	125 SF each or less, see plans (Note 11)
ALLOWED SQ. FT. FOR ELEVATOR ACCESS STRUCTURE	14-604(5)(c)	165 SF each	165 SF each or less, see plans (Note 11)

Notice of CDR Referral

	CITY OF PHILADELPHIA - DEPARTMENT OF LICENSES AND INSPECTIONS	
CDR NOTIFICATION TO PHILA. PLANNING COMMISSION		
EXAMINER INFORMATION		
NAME: CHELI DAHAL	PHONE NUMBER: (215) 686- 2483	EMAIL: CHELI.R.DAHAL@PHILA.GOV
PROJECT/PROPERTY INFORMATION		
DATE OF CIVIC DESIGN REVIEW DETERMINATION: 10/13/2021	SITE ADDRESS: 1351-59 FRANKFORD AVE	
SQUARE FOOTAGE BEING ADDED: 60,948 SF	NUMBER OF DWELLING UNITS BEING ADDED: 61 DWELLING UNITS	
THE CONDITIONAL PERMIT ISSUED.		
APPLICANT INFORMATION		
NAME: RONALD PATTERSON; ESQ	ADDRESS: 1835 MARKET ST, 14TH FLOOR ; PHILADELPHIA, PA 19103	
PLEASE BE ADVISED THAT THIS FORM SHALL BE SENT TO: Gary Jastrzab, Executive Director of PCPC (Gary.Jastrzab@Phila.Gov) David Schaaf, Director of Urban Design Division (David.Schaaf@Phila.Gov)		

	CITY OF PHILADELPHIA		
CIVIC DESIGN RESPONSE FORM			
APPLICATION # ZP-2021-006455C	ADDRESS: 1351-59 FRANKFORD AVE	APPLICANT: RONALD PATTERSON; ESQ	
AS REQUIRED BY 14-304 (3) (e) (.1) FOR REZONING OF ANY LAND IN CERTAIN MASTER PLAN DISTRICTS AS WELL AS TABLE 14-304-2 (CIVIC DESIGN REVIEW TRIGGERS, IDENTIFIED BELOW) OF THE PHILADELPHIA ZONING CODE, THE ABOVE REFERENCED PROPERTY REQUIRES CIVIC DESIGN REVIEW FOR THE FOLLOWING REASON(S):			
THE PROPERTY:	THE PROPERTY AFFECTED:	THE APPLICATION:	
THE APPLICANT'S PROPERTY IS LOCATED IN <u>ANY DISTRICT</u> , EXCEPT AS PROVIDED IN 14-304 (5)(b)(.1)(.a)(.i)	<u>AND</u> REGARDLESS WHETHER THERE IS ANY AFFECTED PROPERTY	<input type="checkbox"/>	1) INCLUDES MORE THAN 100,000 SQUARE FEET OF NEW GROSS FLOOR AREA
		<input type="checkbox"/>	2) INCLUDES MORE THAN 100 NEW DWELLING UNITS
THE APPLICANT'S PROPERTY IS LOCATED IN <u>A COMMERCIAL, INDUSTRIAL, OR SPECIAL PURPOSE DISTRICT</u>	<u>AND</u> THE PROPERTY AFFECTS: PROPERTY IN <u>ANY RM OR RMX DISTRICT</u>	<input checked="" type="checkbox"/>	1) INCLUDES MORE THAN 50,000 SQUARE FEET OF NEW GROSS FLOOR AREA
		<input checked="" type="checkbox"/>	2) INCLUDES MORE THAN 50 NEW DWELLING UNITS
		<input type="checkbox"/>	3) INCLUDES BUILDINGS THAT ARE MORE THAN 20 FEET TALLER THAN MAXIMUM PERMITTED HEIGHT OF AN AFFECTED RM- OR RMX-ZONED LOT.
		<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	
Examiner's Signature:CHELI DAHAL	Examiner's Phone: (215) 686 - 2483	Date: 10/13/2021	
Civic Design focuses on reviewing the impact of building and site design on the public realm, particularly streets, sidewalks, trails, public parks and open spaces. Please note that all Civic Design Review recommendations are advisory; The Zoning Board and Planning Commission are not required to abide by the Civic Design Review Committee's recommendations.			
The Civic Design Review Committee is located at: One Parkway, 13th floor 1515 Arch Street, Philadelphia, PA, 19102. Please contact (215) 683-4615 for more information.			

The CDR PROJECT APPLICATION FORM

Note: For a project application to be considered for a Civic Design Review agenda, complete and accurate submittals must be received no later than 4 P.M. on the submission date. A submission does not guarantee placement on the agenda of the next CDR meeting date.

L&I APPLICATION NUMBER: ZP-2021-006455

What is the trigger causing the project to require CDR Review? Explain briefly.

Per 14-304(5)(b)(.1) the applicant’s property meets the criteria in Table 14-304-2. The project meets case 2: located in any district, creates more than 50 dwelling units.

PROJECT LOCATION

Planning District: River Wards Council District: 5

Address: 1351-59 Frankford Avenue
Philadelphia, PA 19125

Is this parcel within an Opportunity Zone? Yes X No Uncertain
If yes, is the project using Opportunity Zone Funding? Yes No Uncertain X

CONTACT INFORMATION

Applicant Name: Ron Patterson Primary Phone: (215) 569-4585

Email: RPatterson@klehr.com Address: 1835 Market Street, Suite 1400
Philadelphia, PA 19103

Property Owner: Thirteen Fifty-Nine Frankford Associates, LP Developer Fishtown Collective, LLC

Architect: NORR, One Penn Center, 1617 JFK Blvd Suite 1600, Philadelphia, PA 19103

SITE CONDITIONS

16,528 SF
U.S.S.; 16,439
Site Area: SF P.D.S.

Existing Zoning: CMX-2 Are Zoning Variances required? Yes No x

Proposed Use:
Area of Proposed Uses, Broken Out by Program (Include Square Footage and # of Units):
61 dwelling units (multi-family / apartments); 3 commercial/retail spaces. Total building 49,113 gross SF excluding the cellar.
Proposed # of Parking Units: 21 Class 1A bicycle spaces. 0 automobile spaces.

COMMUNITY MEETING

Community meeting held: Yes No x

If yes, please provide written documentation as proof.

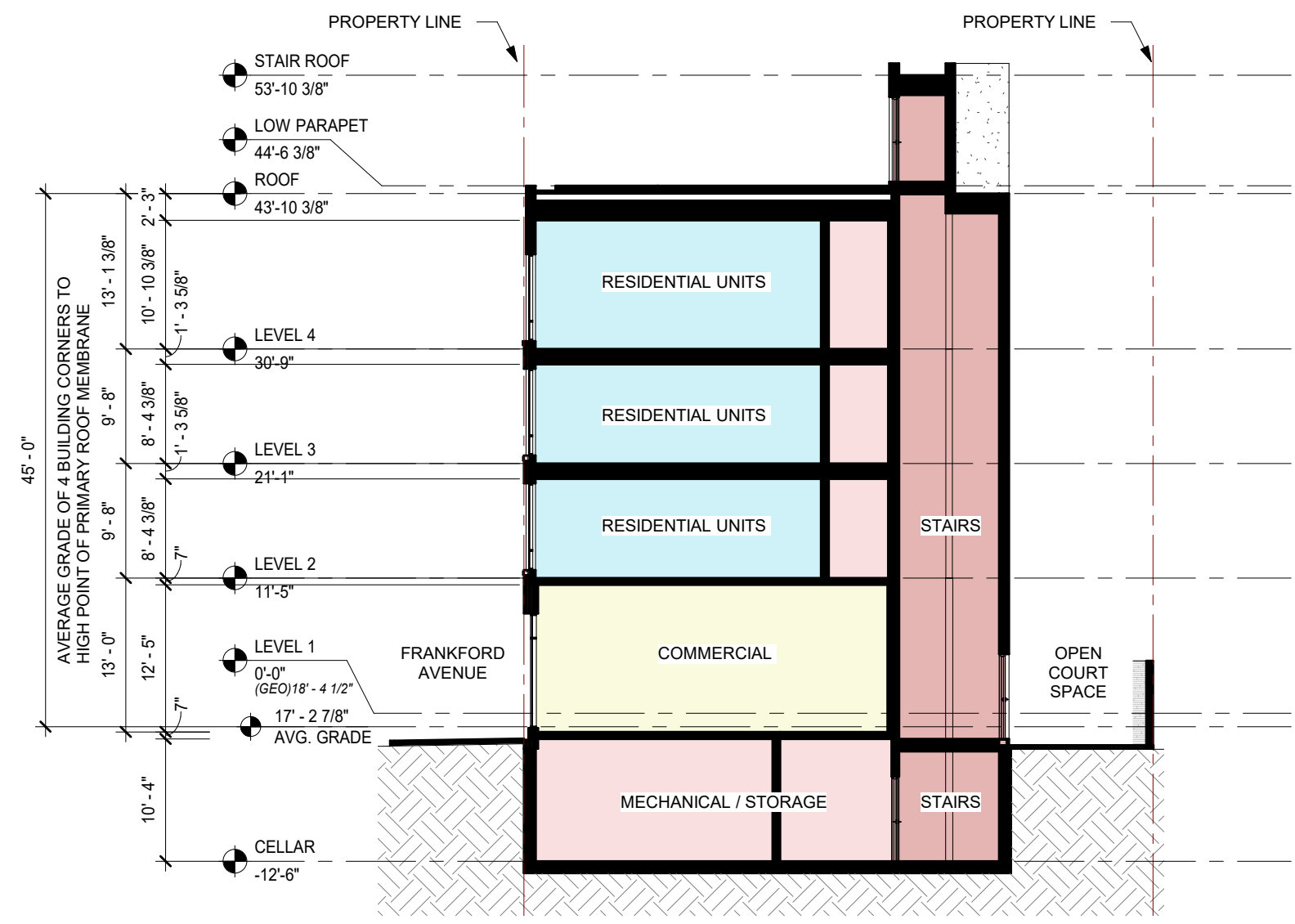
If no, indicate the date and time the community meeting will be held:
Date: Date TBD Time:

ZONING BOARD OF ADJUSTMENT HEARING

ZBA hearing scheduled: Yes No NA X

If yes, indicate the date hearing will be held:
Date:

Sections and Unit Matrix

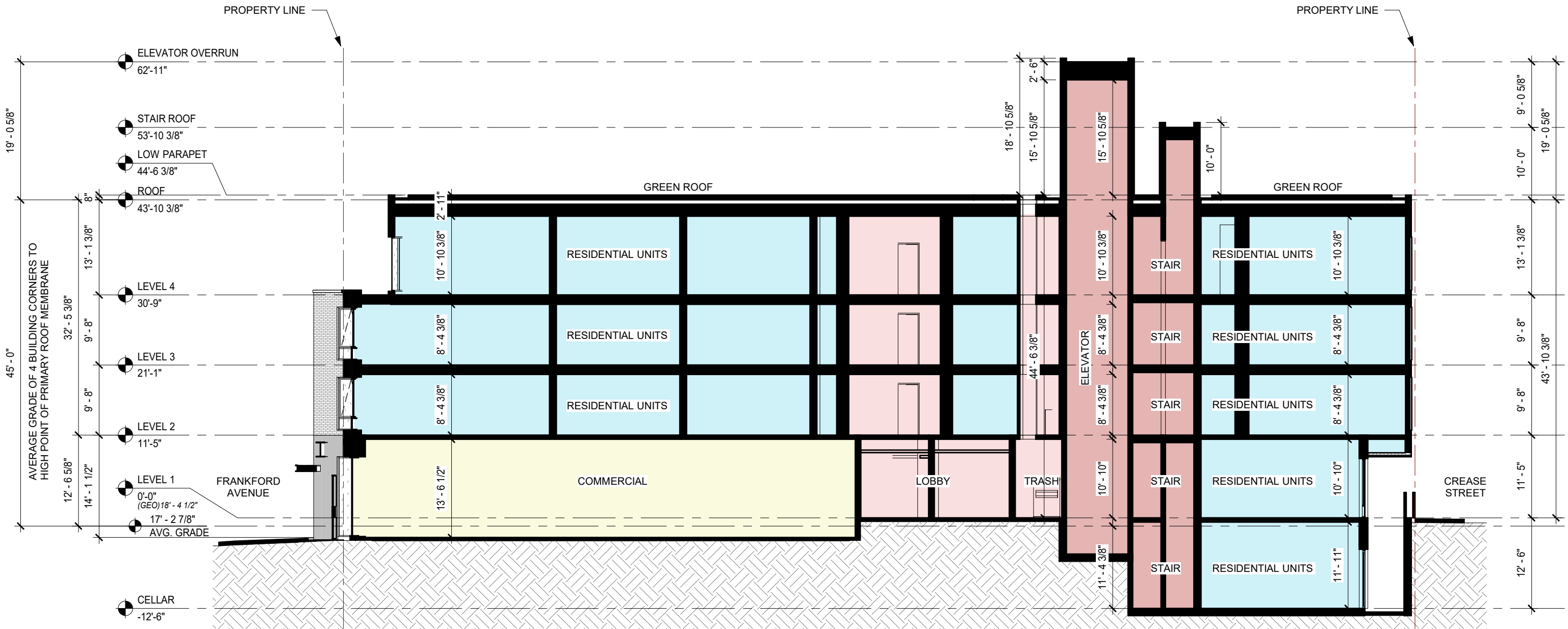


FRANKFORD AVENUE BUILDING SECTION

GROSS SQUARE FOOTAGE MATRIX		
LOCATION	U.S.S.	P.D.S.
ELEVATOR ACCESS	165	164
FOURTH FLOOR	12,155	12,090
THIRD FLOOR	12,395	12,328
SECOND FLOOR	12,395	12,328
GROUND FLOOR	12,003	11,938
TOTAL	49,113	48,848
U.S.S TO P.D.S. UNITS CONVERSION FACTOR IS 16,439.6 SF P.D.S SITE / 16,528.7 SF U.S.S. SITE = 0.9946093 CONVERSION FACTOR		

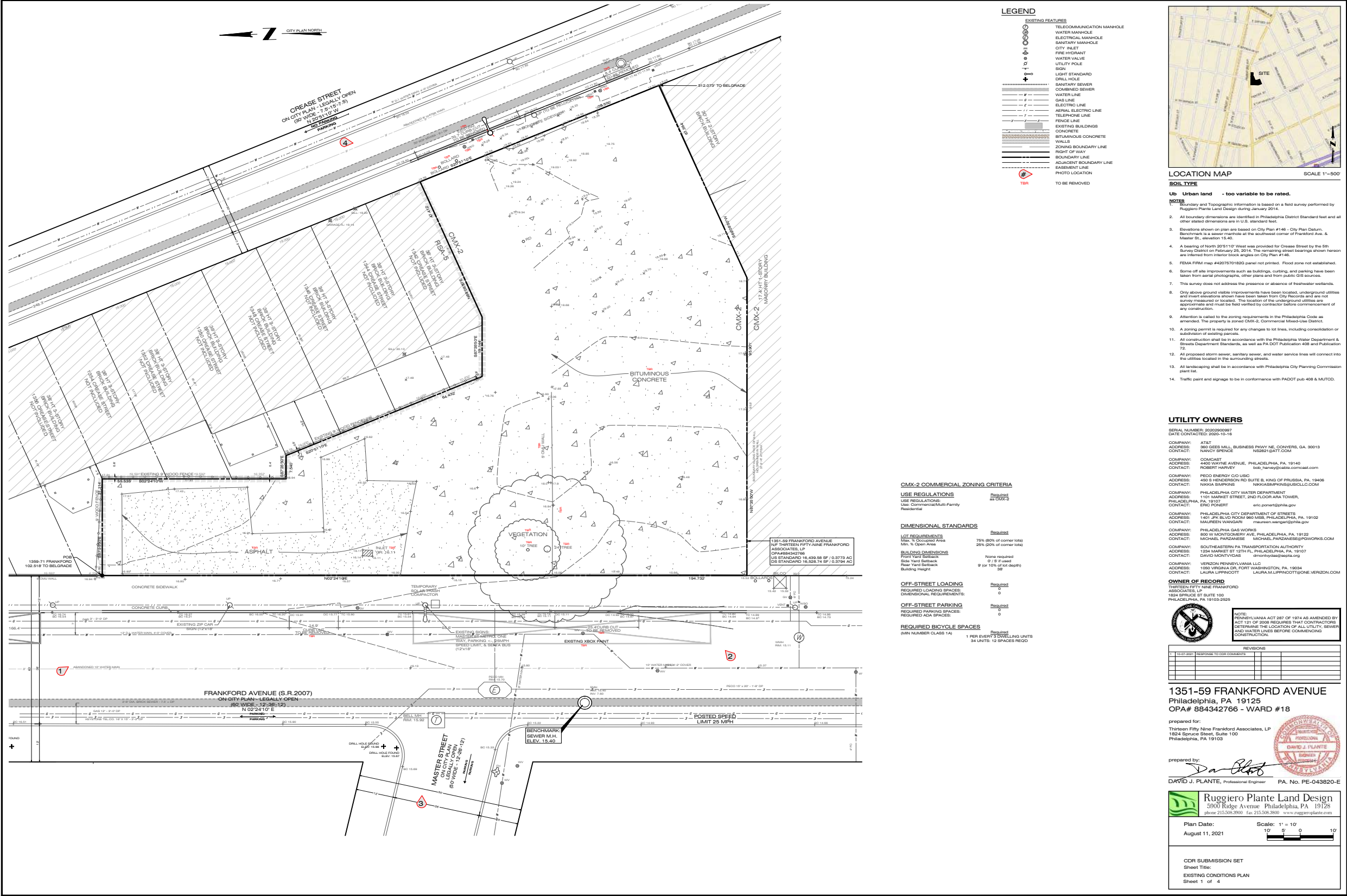
BUILDING HEIGHT CHART	
LOCATION	HEIGHT (ABOVE MEAN SEA LEVEL)
NE CORNER	18.58'
NW CORNER	16.80'
SE CORNER	18.22'
SW CORNER	15.22'
AVERAGE	68.82' (TOTAL) / 4 CORNERS = 17.205'
17.205' AVERAGE + 45.0' TALL = 62.205' TO PRIMARY ROOF HIGH POINT (ABOVE MEAN SEA LEVEL)	

Sections

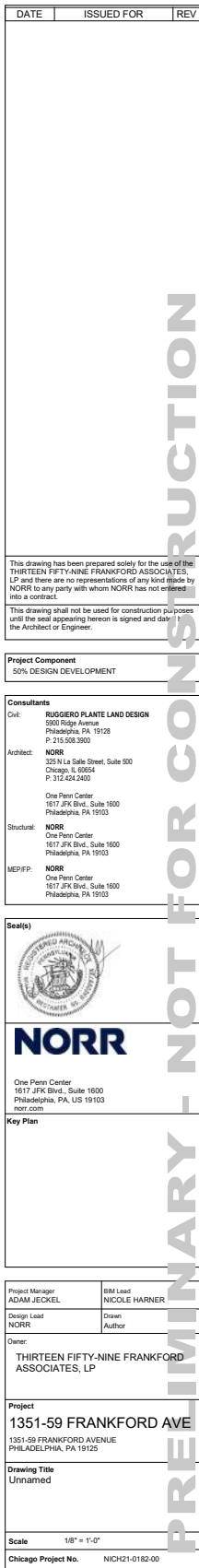


FRANKFORD AVENUE - CREASE STREET BUILDING CROSS SECTION

Civil Site Plan - Existing

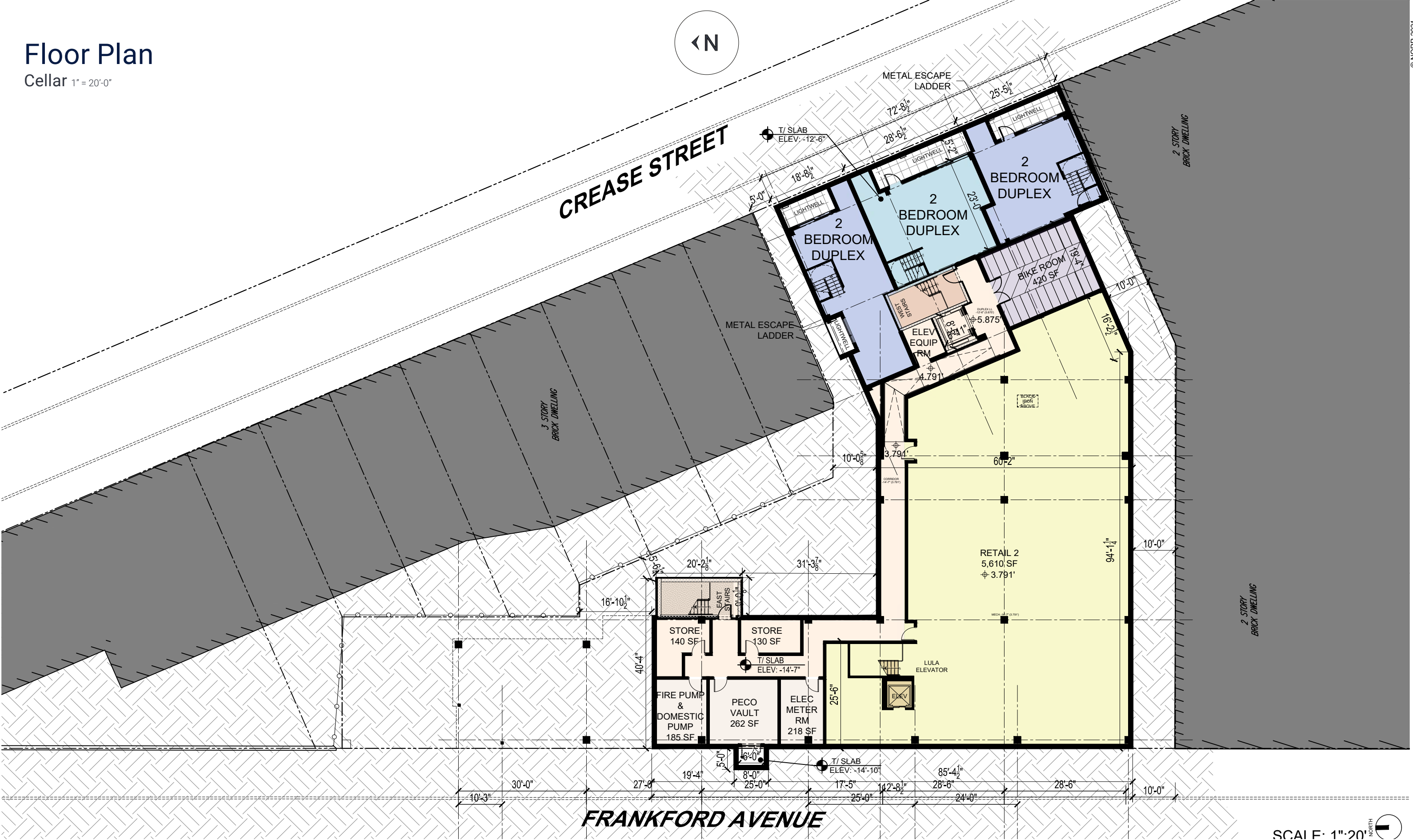


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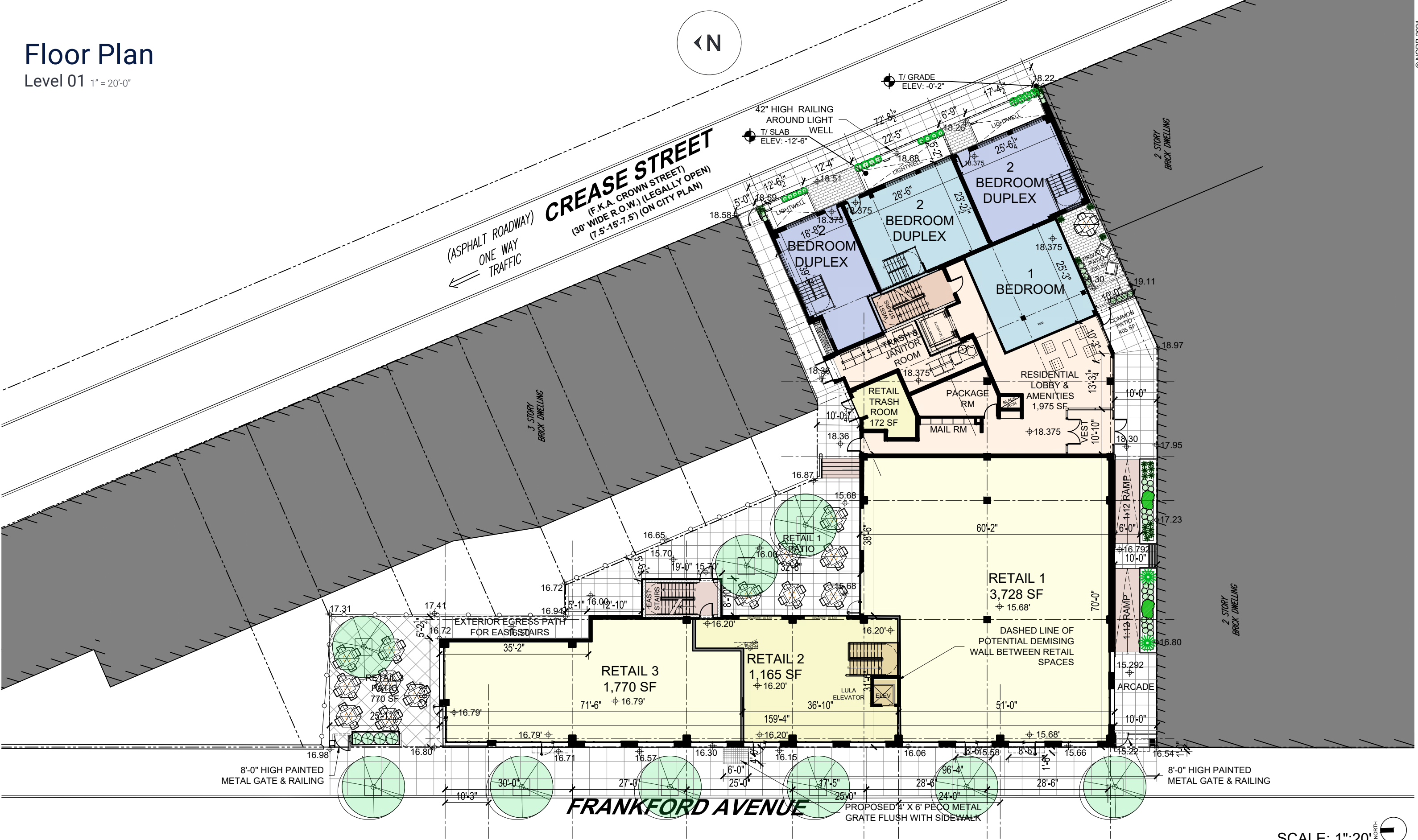
Floor Plan

Cellar 1" = 20'-0"



Floor Plan

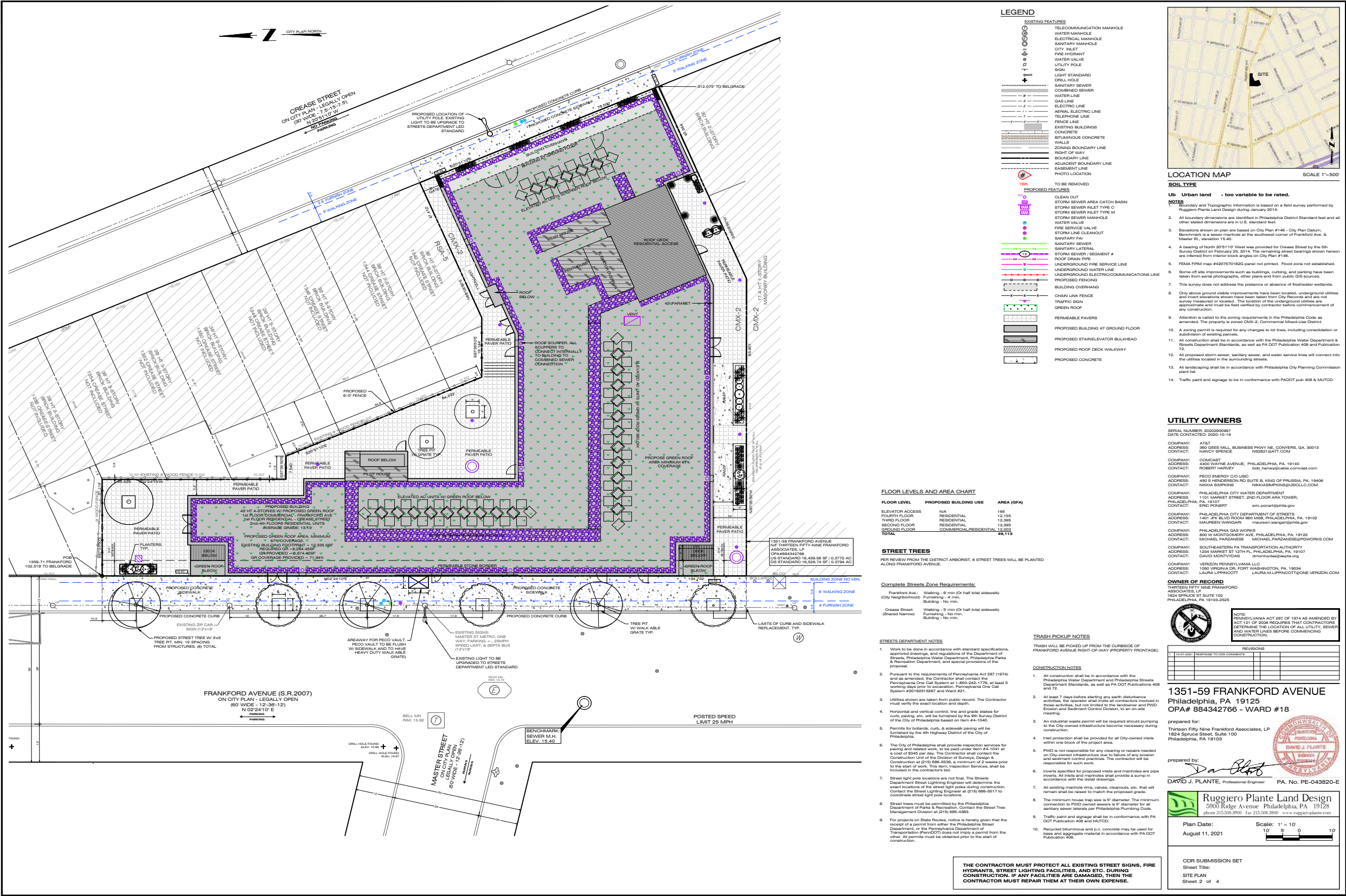
Level 01 1" = 20'-0"



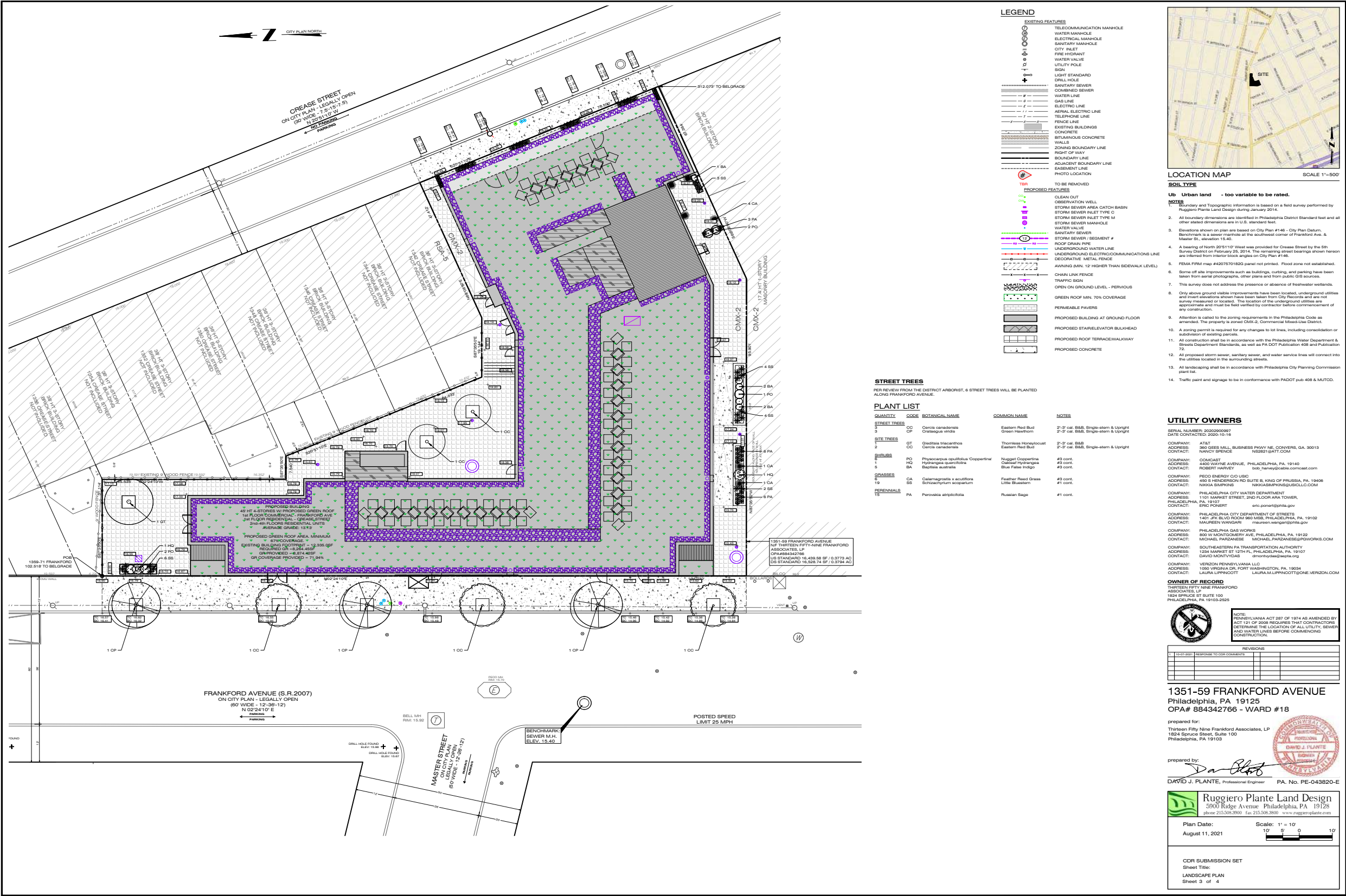
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Landscape Plan



Landscape Plan



Plant Selections



Eastern Red Bud



Green Hawthorn



Thornless Honey Locust



Ninebark Coppertina



Oakleaf Hydrangea



Baptisia 'Gold Finch'



Feather Reed Grass



Little Bluestem



Russian Sage

UTILITY OWNERS

SERIAL NUMBER: 2020080097
DATE CONTACTED: 2020-10-16

COMPANY: AT&T
ADDRESS: 260 DEES MILL, BUSINESS PKWY NE, CONTERS, GA. 30013
CONTACT: NANCY SPENCE NS2821@ATT.COM

COMPANY: COMCAST
ADDRESS: 4400 WATTE AVENUE, PHILADELPHIA, PA. 19140
CONTACT: ROBERT HARVEY bob.harvey@comcast.com

COMPANY: PECS ENERGY CO USG
ADDRESS: 450 S HENDERSON RD SUITE B, KING OF PRUSSIA, PA. 19406
CONTACT: NIKKIA SHAPIRO NIKKIASHAPIRO@USGSCULL.COM

COMPANY: PHILADELPHIA CITY WATER DEPARTMENT
ADDRESS: 1101 MARKET STREET, 2ND FLOOR ARA TOWER, PHILADELPHIA, PA. 19107
CONTACT: ERIC POMERT eric.pomert@phila.gov

COMPANY: PHILADELPHIA CITY DEPARTMENT OF STREETS
ADDRESS: 1401 JPK BLVD ROOM 860 USG, PHILADELPHIA, PA. 19102
CONTACT: MAUREEN WANGERS maureen.wangers@phila.gov

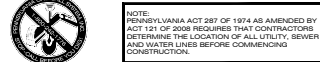
COMPANY: PHILADELPHIA GAS WORKS
ADDRESS: 800 W MONTGOMERY AVE, PHILADELPHIA, PA. 19122
CONTACT: MICHAEL PARSANISE MICHAELPARSANISE@PGWORKS.COM

COMPANY: SOUTHEASTERN PA TRANSPORTATION AUTHORITY
ADDRESS: 1234 MARKET ST 12TH FL, PHILADELPHIA, PA. 19107
CONTACT: DAVID MONTYDAS dmontydas@septa.org

COMPANY: VERIZON PENNSYLVANIA LLC
ADDRESS: 1085 VIRGINIA DR, FORT WASHINGTON, PA. 19034
CONTACT: LAURA LIPPINCOTT LAURALLIPPINCOTT@ONE.VERIZON.COM

OWNER OF RECORD

THIRTEEN FIFTY NINE FRANKFORD ASSOCIATES, LP
1824 SPRUCE STREET, SUITE 100
PHILADELPHIA, PA. 19103-2525



REVISIONS			
1	10-01-2021	RESPONSE TO CDR COMMENTS	

1351-59 FRANKFORD AVENUE
Philadelphia, PA 19125
OPA# 884342766 - WARD #18

prepared for:
Thirteen Fifty Nine Frankford Associates, LP
1824 Spruce Street, Suite 100
Philadelphia, PA 19103

prepared by:

DAVID J. PLANTE, Professional Engineer PA. No. PE-043820-E

Ruggiero Plante Land Design
5900 Ridge Avenue Philadelphia, PA 19128
phone 215.268.3900 fax 215.268.3900 www.ruggieroplante.com

Plan Date: August 11, 2021 Scale: 1" = 10'

CDR SUBMISSION SET
Sheet Title:
LANDSCAPE PLANT PALLET
Sheet 4 of 4

Elevations

- 01. Windows Residential
- 02. Windows Storefront
- 03. Ribbed Metal Panel
- 04. Brick Veneer
- 05. Cast Stone
- 06. EIFS
- 07. Ipe Rainscreen
- 08. Concrete Planters
- 09. Galvanized Painted Steel
- 10. Perforated Metal
- 11. Wood Entry Door
- 12. Glass Guard Rail
- 13. Metal Guard Rail
- 14. ACM Metal Panel



West Elevation 1/16" = 1'-0"



South Elevation 1/16" = 1'-0"

Elevations

- 01. Windows Residential
- 02. Windows Storefront
- 03. Ribbed Metal Panel
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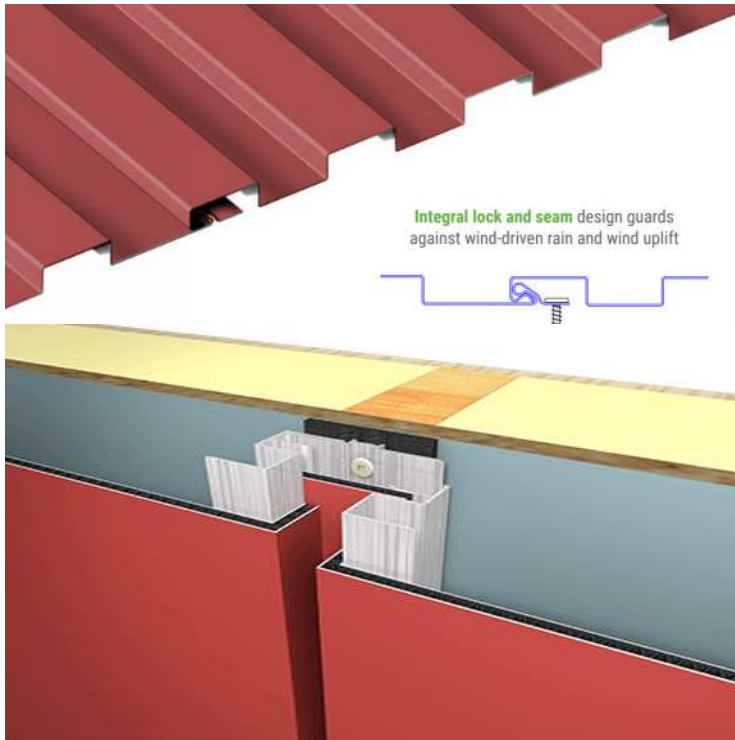


East Elevation 1/16" = 1'-0"



North Elevation 1/16" = 1'-0"

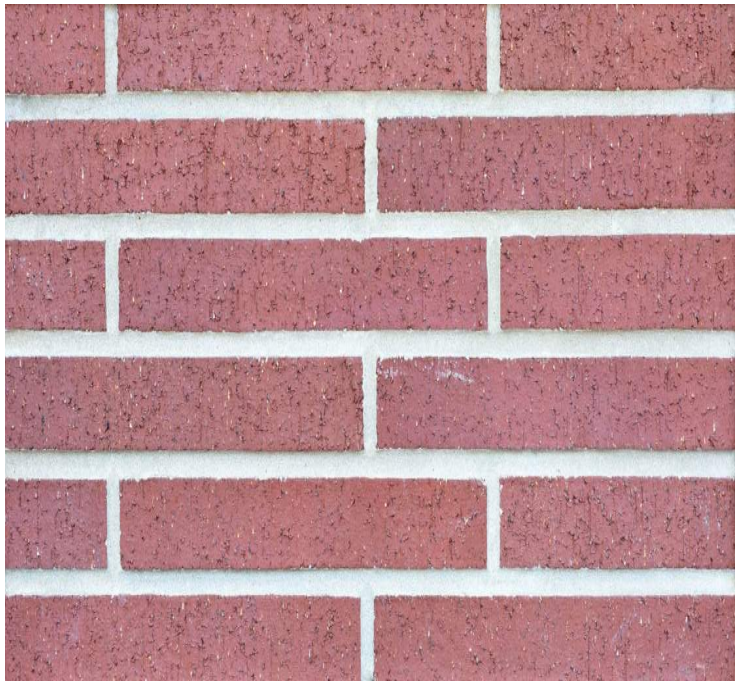
Exterior Materials



03. Ribbed Metal Panel



05. Cast Stone



04. Brick Veneer



05. Ipe Rainscreen

Frankford Avenue



Frankford Avenue



Frankford Avenue



Frankford Avenue



Crease Street



South Alley

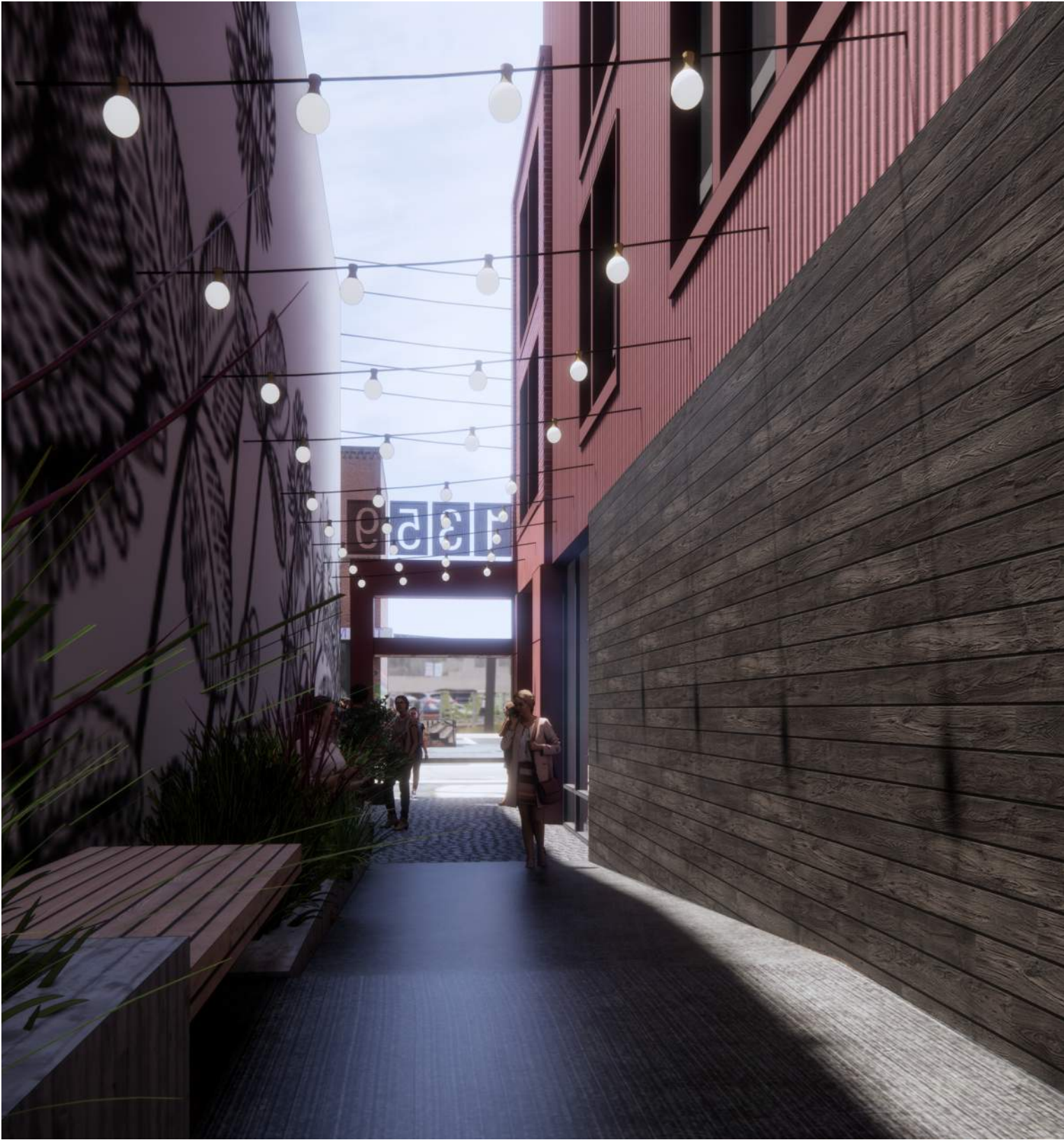


South Alley Entry looking East



South Alley Retail from Above

South Alley



South Alley Retail looking West



South Alley Residential Entry looking East

Crease Street



Crease Street Aerial



Crease Street Perspective

Patios



North Patio



East Patio

North Patio



North Patio Perspective Looking North



North Patio Perspective Looking East

East Patio



North Patio Perspective Looking North



North Patio Perspective Looking South

Sustainability Checklist

Civic Sustainable Design Checklist – Updated September 3, 2019

Civic Design Review Sustainable Design Checklist

Sustainable design represents important city-wide concerns about environmental conservation and energy use. Development teams should try to integrate elements that meet many goals, including:

- Reuse of existing building stock
- Incorporation of existing on-site natural habitats and landscape elements
- Inclusion of high-performing stormwater control
- Site and building massing to maximize daylight and reduce shading on adjacent sites
- Reduction of energy use and the production of greenhouse gases
- Promotion of reasonable access to transportation alternatives

The Sustainable Design Checklist asks for responses to specific benchmarks. These metrics go above and beyond the minimum requirements in the Zoning and Building codes. All benchmarks are based on adaptations from Leadership in Energy and Environmental Design (LEED) v4 unless otherwise noted.

Categories	Benchmark	Does project meet benchmark? If yes, please explain how. If no, please explain why not.
Location and Transportation		
(1) Access to Quality Transit	Locate a functional entry of the project within a ¼-mile (400-meter) walking distance of existing or planned bus, streetcar, or rideshare stops, bus rapid transit stops, light or heavy rail stations.	Yes, the main entry door to the lobby is: 1) 50 feet (15 meters) from the Frankford Avenue & Master St SEPTA #25 Bus; and SEPTA #5 Bus; 2) 1,600 feet (487 meters) MFL elevated station and Girard Street station
(2) Reduced Parking Footprint	All new parking areas will be in the rear yard of the property or under the building, and unenclosed or uncovered parking areas are 40% or less of the site area.	On-site parking is not required or provided. The total open areas on site is 25%.
(3) Green Vehicles	Designate 5% of all parking spaces used by the project as preferred parking for green vehicles or car share vehicles. Clearly identify and enforce for sole use by car share or green vehicles, which include plug-in electric vehicles and alternative fuel vehicles.	On-site parking is not required or provided.
(4) Railway Setbacks (Excluding frontages facing trolleys/light rail or enclosed subsurface rail lines or subways)	To foster safety and maintain a quality of life protected from excessive noise and vibration, residential development with railway frontages should be setback from rail lines and the building’s exterior envelope, including windows, should reduce exterior sound transmission to 60dBA. (If setback used, specify distance)ⁱ	The site is not located adjacent to the MFL. It is approximately 2 blocks to the east of the elevated tracks.
(5) Bike Share Station	Incorporate a bike share station in coordination with and conformance to the standards of Philadelphia Bike Share.	No. On-site bicycle parking storage only for tenants.

Civic Sustainable Design Checklist – Updated September 3, 2019

Water Efficiency		
(6) Outdoor Water Use	Maintain on-site vegetation without irrigation. OR, Reduce of watering requirements at least 50% from the calculated baseline for the site's peak watering month.	We will avoid on-site irrigation to the maximum extent possible such as using sedum tray with native species for green roof areas, but the planters at grade in the south arcade entry to the lobby might require some irrigation.
Sustainable Sites		
(7) Pervious Site Surfaces	Provides vegetated and/or pervious open space that is 30% or greater of the site's Open Area, as defined by the zoning code. Vegetated and/or green roofs can be included in this calculation.	This will be a PWD Green Project the total roof area will be at least 67% green roof. The ground floor area will use pervious pavers and/or planters and will not exceed 5% of total site area disconnected and being impervious.
(8) Rainwater Management	Conform to the stormwater requirements of the Philadelphia Water Department(PWD) and either: A) Develop a green street and donate it to PWD, designed and constructed in accordance with the PWD Green Streets Design Manual, OR B) Manage additional runoff from adjacent streets on the development site, designed and constructed in accordance with specifications of the PWD Stormwater Management Regulations	The site is not proposing to develop a green street or manage off-site stormwater. All on-site stormwater will be managed with a combination of green roof areas and pervious on site pavement, which conforms to PWD regulations. It will be a PWD Green Project.
(9) Heat Island Reduction (excluding roofs)	Reduce the heat island effect through either of the following strategies for 50% or more of all on-site hardscapes: A) Hardscapes that have a high reflectance, an SRI>29. B) Shading by trees, structures, or solar panels.	Yes, the site is proposing street trees, a green roof area of at least 67%, and light color pavers where used. All of these items shall reduce the heat island effect.
Energy and Atmosphere		
(10) Energy Commissioning and Energy Performance - Adherence to the New Building Code	PCPC notes that as of April 1, 2019 new energy conservation standards are required in the Philadelphia Building Code, based on recent updates of the International Energy Conservation Code (IECC) and the option to use ASHRAE 90.01-2016. PCPC staff asks the applicant to state which path they are taking for compliance, including their choice of code and any options being pursued under the 2018 IECC. ⁱⁱ	The project shall comply with 2018 IECC and will utilize the prescriptive compliance method and COMcheck.
(11) Energy Commissioning and Energy Performance - Going beyond the code	Will the project pursue energy performance measures beyond what is required in the Philadelphia code by meeting any of these benchmarks? ⁱⁱⁱ •Reduce energy consumption by achieving 10% energy savings or more from an established baseline using	No. Energy consumption will be reduced by use of LED lighting and efficient HVAC units.

Sustainability Checklist

Civic Sustainable Design Checklist – Updated September 3, 2019

	ASHRAE standard 90.1-2016 (LEED v4.1 metric). •Achieve certification in Energy Star for Multifamily New Construction (MFNC). •Achieve Passive House Certification	
(12) Indoor Air Quality and Transportation	Any sites within 1000 feet of an interstate highway, state highway, or freeway will provide air filters for all regularly occupied spaces that have a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy. ^{iv}	The site is not within 1,000 feet of an interstate highway, state highway, or freeway.
(13) On-Site Renewable Energy	Produce renewable energy on-site that will provide at least 3% of the project's anticipated energy usage.	Not provided.
Innovation		
(14) Innovation	Any other sustainable measures that could positively impact the public realm.	No

ⁱ Railway Association of Canada (RAC)'s "Guidelines for New Development in Proximity to Railway Operations. Exterior Sound transmission standard from LEED v4, BD+C, Acoustic Performance Credit.

ⁱⁱ Title 4 The Philadelphia Building Construction and Occupancy Code
See also, "The Commercial Energy Code Compliance" information sheet:
<https://www.phila.gov/li/Documents/Commercial%20Energy%20Code%20Compliance%20Fact%20Sheet--Final.pdf>
and the "What Code Do I Use" information sheet:
<https://www.phila.gov/li/Documents/What%20Code%20Do%20I%20Use.pdf>

ⁱⁱⁱ LEED 4.1, Optimize Energy Performance in LEED v4.1
For Energy Star: www.Energystar.gov
For Passive House, see www.phius.org

^{iv} Section 99.04.504.6 "Filters" of the City of Los Angeles Municipal Code, from a 2016 Los Angeles Ordinance requiring enhanced air filters in homes near freeways

Complete Street Handbook Checklist

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS

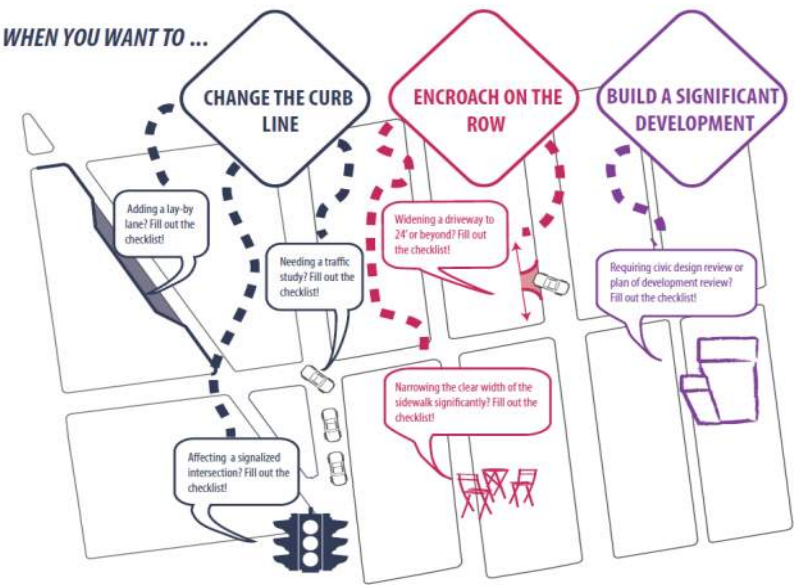
This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the “Handbook”) and enables City engineers and planners to review projects for their compliance with the Handbook’s policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see §11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at <http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx>

WHEN DO I NEED TO FILL OUT THE COMPLETE STREETS CHECKLIST?

WHEN YOU WANT TO ...



PRELIMINARY PCPC REVIEW AND COMMENT:

DATE

FINAL STREETS DEPT REVIEW AND COMMENT:

DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.

All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). “High Priority” Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.

All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.

Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.

ADA curb-ramp designs must be submitted to Streets Department for review

Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at <http://www.philadelphiastreet.com/survey-and-design-bureau/city-plans-unit>. An application to the Streets Department for a City Plan Action is required when a project plan proposes the:

- Placing of a new street;
- Removal of an existing street;
- Changes to roadway grades, curb lines, or widths; or
- Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED
 - CURB CUTS/DRIVEWAYS/LAYBY LANES
 - TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
 - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
 - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
 - PROPOSED TREE PITS/LANDSCAPING
 - BICYCLE RACKS/STATIONS/STORAGE AREAS
 - TRANSIT SHELTERS/STAIRWAYS

*APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY

Complete Street Handbook Checklist

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GENERAL PROJECT INFORMATION

1. PROJECT NAME

1359 Frankford Avenue
2. DATE

October 25, 2021
3. APPLICANT NAME

Thirteen Fifty-Nine Frankford Associates, LP
4. APPLICANT CONTACT INFORMATION

1824 Spruce Street, Suite 100 Philadelphia, PA 19103
5. PROJECT AREA: list precise street limits and scope

On-site disturbance: 16,528 SF U.S.S.
Right-of-way disturbance: SF U.S.S.
6. OWNER NAME

Thirteen Fifty-Nine Frankford Associates, LP
7. OWNER CONTACT INFORMATION

Jason Nusbaum jnusbaum@citylivingphilly.com
8. ENGINEER / ARCHITECT NAME

Ruggiero Plante Land Design, David Plante & Josiah Digges
NORR, William Westhafer, AIA
NORR, Adam Jeckel, AIA
9. ENGINEER / ARCHITECT CONTACT INFORMATION

Ruggiero Plante Land Design
5900 Ridge Ave, Philadelphia, PA 19128
josiah@ruggieroplante.com
david@ruggieroplante.com
NORR, One Penn Center
1617 JFL Blvd, Suite 1600, Philadelphia PA 19103
william.westhafer@norr.com
adam.jeckel@norr.com

10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

Also available here: <http://metadata.phila.gov/#home/datasetdetails/5543867320583086178c4f34/>

STREET	FROM	TO	COMPLETE STREET TYPE
Frankford Avenue	Mercer Street	Belgrade Street	Minor Arterial
Crease Street	Mercer Street	Belgrade Street	Local

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?
- a. Parking and loading regulations in curb lanes adjacent to the site

YES ☒ NO ☐
- b. Street Furniture such as bus shelters, honor boxes, etc.

YES ☒ NO ☐ N/A ☐
- c. Street Direction

YES ☒ NO ☐
- d. Curb Cuts

YES ☒ NO ☐ N/A ☐

COMPLETE STREETS HANDBOOK CHECKLIST

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- e. Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.

YES ☒ NO ☐ N/A ☐
- f. Building Extensions into the sidewalk, such as stairs and stoops

YES ☐ NO ☐ N/A ☒

APPLICANT: General Project Information


Additional Explanation / Comments: _____


DEPARTMENTAL REVIEW: General Project Information


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PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) <small>Required / Existing / Proposed</small>	CITY PLAN SIDEWALK WIDTH <small>Existing / Proposed</small>
Frankford Avenue	12' / 36' / 12'	12' / 12'
Crease Street	7'-6" / 15' / 7'-6"	7'-6" / 7'-6"

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE <small>Required / Existing / Proposed</small>
Frankford Avenue	6'-0" / 6'-0" / 7'-5"
Crease Street	5'-0" / 5'-0" / 5'-0"

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS


INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway/curb cut	N/A	None proposed


PROPOSED VEHICULAR INTRUSIONS


INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Driveway/curb cut	N/A	None proposed


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PEDESTRIAN COMPONENT (continued)

15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?

YES ☒ NO ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

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Philadelphia City Planning Commission



BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, existing and proposed Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
Frankford Avenue	No minimum / 2'
Crease Street	No minimum / 0'

17. FURNISHING ZONE: list the MINIMUM, recommended, existing, and proposed Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
Frankford Avenue	4' / 4' / 4'
Crease Street	3.5' / 0' / 2.5' (must maintain 5' pedestrian component and the sidewalk is 7.5' wide)

18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?

Bicycle Parking

Lighting

Benches

Street Trees

Street Furniture

YES ☐

NO ☐

N/A ☒

YES ☐

NO ☐

N/A ☒

YES ☐

NO ☐

N/A ☒

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☐

N/A ☒

DEPARTMENTAL APPROVAL

YES ☐

NO ☐

YES ☐

NO ☐

YES ☐

NO ☐

YES ☐

NO ☐

YES ☐

NO ☐

19. Does the design avoid tripping hazards?

YES ☒

NO ☐

N/A ☐

DEPARTMENTAL APPROVAL

YES ☐

NO ☐

20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception

YES ☒

NO ☐

N/A ☐

DEPARTMENTAL APPROVAL

YES ☐

NO ☐

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BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☐
22. Does the design maintain adequate visibility for all roadway users at intersections?

YES ☒

NO ☐

N/A ☐

YES ☐

NO ☐

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments:

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BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at <http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf>
N/A
24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
1351-59 Frankford Avenue	21	0 / 0	0 / 0	0 / 21
_____	_____	_____/____	_____/____	_____/____

25. Identify proposed “high priority” bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following “High Priority” elements identified and dimensioned on the plan?
- | | | | | |
|--------------------------------|------------------------------|-----------------------------|---|---|
| ▪ Conventional Bike Lane | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Buffered Bike Lane | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Bicycle-Friendly Street | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| ▪ Indego Bicycle Share Station | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
26. Does the design provide bicycle connections to local bicycle, trail, and transit networks? YES ☐ NO ☐ N/A ☒ DEPARTMENTAL APPROVAL
YES ☐ NO ☐
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations? YES ☒ NO ☐ N/A ☐ YES ☐ NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments:

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission



CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

- | | | | | |
|---|---|-----------------------------|---|---|
| 28. Does the design limit conflict among transportation modes along the curb? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | | DEPARTMENTAL APPROVAL
YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 29. Does the design connect transit stops to the surrounding pedestrian network and destinations? | YES <input type="checkbox"/> | NO <input type="checkbox"/> | N/A <input checked="" type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 30. Does the design provide a buffer between the roadway and pedestrian traffic? | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | N/A <input type="checkbox"/> | YES <input type="checkbox"/> NO <input type="checkbox"/> |
| 31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit? | | | | YES <input type="checkbox"/> NO <input type="checkbox"/> |

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____


DEPARTMENTAL REVIEW: Curbside Management Component


Reviewer Comments:


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Philadelphia City Planning Commission











VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage;

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
N/A			/	
			/	
			/	
			/	

33. What is the maximum AASHTO design vehicle being accommodated by the design?

N/A

YES ☐ NO ☐

34. Will the project affect a historically certified street? An [inventory of historic streets](#)⁽¹⁾ is maintained by the Philadelphia Historical Commission.

YES ☐ NO ☒

YES ☐ NO ☐

35. Will the public right-of-way be used for loading and unloading activities?

YES ☒ NO ☐

YES ☐ NO ☐

36. Does the design maintain emergency vehicle access?

YES ☒ NO ☐

YES ☐ NO ☐

37. Where new streets are being developed, does the design connect and extend the street grid?

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

38. Does the design support multiple alternative routes to and from destinations as well as within the site?

YES ☐ NO ☐ N/A ☒

YES ☐ NO ☐

39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?

YES ☒ NO ☐

YES ☐ NO ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments:


DEPARTMENTAL REVIEW: Vehicle / Cartway Component


Reviewer Comments:


(1) http://www.philadelphiastreet.com/images/uploads/documents/Historical_Street_Paving.pdf


COMPLETE STREETS HANDBOOK CHECKLIST


Philadelphia City Planning Commission











URBAN DESIGN COMPONENT (Handbook Section 4.8)

40. Does the design incorporate windows, storefronts, and other active uses facing the street?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?

YES ☒ NO ☐ N/A ☐

YES ☐ NO ☐

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

YES ☐ NO ☐

YES ☐ NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments:

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments:

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the
FISHTOWN
collective


NORR


Complete Street Handbook Checklist


COMPLETE STREETS HANDBOOK CHECKLIST


Philadelphia City Planning Commission











INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; if not, go to question No. 48.

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
N/A		

44. Does the design minimize the signal cycle length to reduce pedestrian wait time?

YES ☐ NO ☐ N/A ☒

45. Does the design provide adequate clearance time for pedestrians to cross streets?

YES ☐ NO ☐ N/A ☒

46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?

YES ☐ NO ☐ N/A ☒

If yes, City Plan Action may be required.

47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?

Marked Crosswalks

YES ☐ NO ☐ N/A ☒

Pedestrian Refuge Islands

YES ☐ NO ☐ N/A ☒

Signal Timing and Operation

YES ☐ NO ☐ N/A ☒

Bike Boxes

YES ☐ NO ☐ N/A ☒

48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?

YES ☐ NO ☐ N/A ☒

49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?

YES ☐ NO ☐ N/A ☒

DEPARTMENTAL APPROVAL

YES ☐ NO ☐

APPLICANT: Intersections & Crossings Component


Additional Explanation / Comments:


DEPARTMENTAL REVIEW: Intersections & Crossings Component


Reviewer Comments:


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ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments:

DEPARTMENTAL REVIEW

Additional Reviewer Comments:

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1359 Frankford Ave.

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